

## SENATE DEMOCRATS FAIL TO SPLIT G. O. P.

Fruitlessly Attempt Also to Dictate Majority's Chairmanships.

REPUBLICANS ARE SOLID  
Lodge Motion for Election of Committee Heads by Roll-call Is Adopted.

Special Despatch to THE SUN.  
WASHINGTON, May 28.—Democracy in the Senate stepped over the bounds of every tradition of that body to-day and attempted not only to split the Republican majority there but to dictate to the majority the chairman of their committees. Apparently everybody in Washington believed that the objections of the liberal Republicans to Senator Penrose (Pa.) as chairman of the Finance Committee would be confined to a fight in the ranks of the party and not carried to the Senate floor to let the Democratic minority slip in between and grab control of the Senate.

Republican solidarity was well demonstrated in a series of votes by which the report of the Committee on Committees was adopted. The Democrats made a determined fight in the hope of breaking into the Republican phalanx and of putting on record those Republicans who were threatening revolt against the selection of Senator Penrose voted to confirm him rather than risk the possibility of a Democratic chairman of the Finance Committee.

Two Democrats, Gerry (R. I.) and Johnson (S. D.) were absent, while the Republicans mustered their full forty-nine votes. Had the Democrats all been in their places the result would have been unchanged, however. In the absence of Vice-President Marshall, Senator Cummins (Iowa), President pro tem, was in the chair during most of the organization fight.

Lodge Brings on Fireworks.  
At the opening Mr. Lodge (Mass.) presented, as Republican leader, the report of the Republican committee on committee assignments. The fireworks began instantly. He moved an order for its adoption and Mr. Hitchcock (Neb.), who managed the Democratic fight, rose to oppose it.

"Is this a matter of high privilege and debateable?" The chair held it a matter of high privilege, but was uncertain whether investigation whether it was debateable. It was finally agreed that it should be regarded as debateable.

Mr. Hitchcock made a point of order that the election of chairman of committees under the rule must be by ballot and by the vote of a majority, while other members of the committee could be elected en bloc and by plurality. This he asserted, was impossible under the Lodge order.

Mr. Lodge urged that the rule was subject to the Senate's right to order otherwise and that the motion he had submitted was an order prescribing a different procedure. Mr. Hitchcock declared the rule was intended to protect the minority.

After a long discussion Mr. Hitchcock moved as a substitute to elect by roll call the committee chairman, promising that he would not apply it save to the major committees. Manifestly the real purpose was to embarrass the liberal Republicans by forcing them to record themselves specifically for Mr. Penrose.

First Test of Party Regularity.  
Mr. Lodge moved to table this amendment and the roll was ordered. It was the first test of party regularity. The Republicans' surprise was caused when Mr. Penrose (Wyo.) voted with the Democrats against tabling. Otherwise it was a party vote. For tabling, 48 Republicans; against tabling, 44 Democrats; 1 Republican.

There were three absentees, Gerry (R. I.) and Johnson (S. D.), who were out of the city, and Phelan (Cal.), who came in later. At three are Democrats and had they voted there would have been a tie, 48 to 48. It would not, however, have changed the final outcome because later Mr. La Follette lined up with the Republicans.

Senator Calder's vote with the Republicans was challenged by Mr. Pittman (Nev.) on the ground that Mr. Calder was paired last session with Mr. Gerry (R. I.), who is on his way home from France. The presumption, it was explained, was that the pair would live over into the present session. Mr. Calder said his understanding was the reverse and insisted on voting.

Mr. Hitchcock tried a new tack then. He moved to strike out the word "chairman" after the name of Mr. Penrose as head of the Finance Committee. This brought the Penrose matter as near as possible to a direct issue, and at this point Mr. La Follette went over to the Republican side. Mr. Lodge moved to table the Hitchcock amendment and it carried, 48 to 42.

Here Senator Thomas (Col.), Democrat, rose to discuss what he considered the most important part of the organization business, the change of the rules to prevent unlimited conversation and therefore filibustering.

"Penrose Gnat and Lodge Camel."  
"Personally I have difficulty understanding the mental processes of gentlemen who strain at the Penrose gnat and swallow the Lodge camel, which shows violently from the Senator from Wyoming, Mr. Warren, who embraces the Senator from Utah, Mr. Smoot. To me they all look alike politically."

"The country now knows on the record made here to-day that harmony prevailed on the Republican side. The Republican party is in the majority, albeit a slender and dangerous majority. The old guard in once more in the saddle and the old Republican policies doubtless will be resumed and made effective if possible."

The Senator proceeded at length with his argument. Then Mr. Lodge framed a motion to elect the chairman of committees by roll call.

Mr. Hitchcock amended to provide that the majority on the more important committees. This was tabled, 49 to 44, and the Republicans will hold the three majority they had demanded.

Before the final question on the Lodge motion Mr. Lodge said:

"Obviously we could do the same thing to our opposition. We could leave off entirely the members nominated from that side. But we feel that your representation on the committee is your business and your responsibility and do not undertake it. It is a rule of courtesy and good manners that has never been violated here."

Whereupon the vote was taken and the Lodge motion was adopted, 49 to 46.

## GREAT DIN GREETED FLIERS AT LISBON

Continued from First Page.

TO GREET FLIERS ON  
MAYFLOWER STONE  
Plymouth in Gala Attire for Read and His Men.

Special Cable Despatch to THE SUN.  
PLYMOUTH, England, May 28.—On Mayflower stone, the spot from which the Pilgrims set sail for the new world, the great American seaplane NC-4 will be welcomed to England by the Mayor and members of the City Council of this city.

The spot was chosen by the civic authorities as a peculiarly fitting place to greet the transatlantic fliers on the completion of a voyage almost as epoch-making as that of the Mayflower. It is recalled here that by a strange chance the three American seaplanes flew near or over Provincetown, on the point of Cape Cod, where is Plymouth Rock, the landing place of the Pilgrims in America.

Plymouth did not expect the transatlantic fliers here to-day, for it was thought they would remain a day at Lisbon to overhaul their motors and rest before being flown to England by the Assaye.

The town will be in gala attire to-morrow, however.

WE'RE PROUD OF YOU,  
WILSON TELLS READ  
President Wires Congratulations to NC-4 Hero.

Congratulations from near and far spread by cable yesterday to Lieutenant-Commander A. C. Read and his crew at Lisbon.

From Paris-President Wilson sent the following telegram to the captain of the NC-4:

"Please accept my heartfelt congratulations on the success of your flight and accept for yourself expression of my deep admiration for the feat. We are all proud of you. You have won and deserve the distinction of adding still further to the laurels of our country."

Mr. Wilson also sent the following cablegram to Secretary of the Navy Daniels:

"I may not join with all my heart in an expression of the gratitude of our fellow countrymen in the success of the arrangements made to safeguard the flight of airplanes across the sea. The navy is to be congratulated for the effective service and the gallant men who carried it through."

New York Vice-Admiral Albert Gleaves, commanding the cruiser and transport force of the Atlantic fleet, sent through Admiral Knapp, commanding the American naval forces in Europe, the following telegram:

"Lieutenant-Commander A. C. Read, U. S. N., commanding NC-4: The cruise and transport force congratulate you on the successful completion of the first transatlantic flight. The honor you have won in the NC-4 is all the greater because it inspires America, where the airplane has its birth, to redouble her efforts to lead the world in civil aviation."

In Washington Major-General Charles T. Menor, director of the Air Service, said yesterday:

"I am of the opinion that the transatlantic flight can be classed with land and sea conquests."

Brass Bands  
Fife and Drum Corps  
Musical Headquarters

An immense stock of the greatest values made here to-day that harmonize perfectly on the Republican side. The Republican party is in the majority, albeit a slender and dangerous majority. The old guard in once more in the saddle and the old Republican policies doubtless will be resumed and made effective if possible."

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WAR AND PATRIOTIC SONGS  
Telephone Murray Hill—4144.  
Chas. H. Ditson & Co.  
8-10-12 East 34th Street

## Flight Across Grew Out of U-Boat Menace

Special Despatch to THE SUN.  
WASHINGTON, May 28.—The idea of crossing the Atlantic by airplane was born, so far as the navy is concerned, August 25, 1917. It was while the nation was at death's grip with the German U-boats and the plan was conceived as a war emergency measure. In a memorandum to Naval Constructor J. C. Hunsaker, U. S. N., his assistant for aeronautics, Rear Admiral David W. Taylor, chief constructor, U. S. N., said:

"The United States motor gives good promise of being a success and if we can push ahead on the airplane end it seems to me the submarine menace could be abated, even if not destroyed, from the air."

"The ideal solution would be big flying boats or the equivalent, that would be able to keep the sea (not air) in any weather, and also able to fly across the Atlantic to avoid difficulties of delivery, etc."

"Please think it over very carefully, particularly as to the method of procedure to develop something as close to the ideal as possible."

Acting upon this memorandum, the work was begun which culminated successfully Tuesday.

and ocean telegraphy, telephone and wireless, the advancement of civilization, and the airplane will from now on be recognized as the equal of any invention which has contributed to the annihilation of time and distance in the matter of transportation."

HAWKER TO MAKE  
SECOND ATTEMPT  
Praised for Upholding Honor of England.

Special Cable Despatch to THE SUN and the Public Ledger.  
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LONDON, May 28.—General Seely, at the luncheon to-day, said of Hawker's flight: "It was a good accomplishment, not a useless thing; not for money, but for the honor of Britain."

He said that there was no jealousy of the Americans and that he knew and Ambassador Davis knew, and Ambassador Davis assured him, the Americans were more anxious over Hawker when missing than the British, showing their tremendous good will. He spoke of the respective flights as the same generous rivalry as was observed during the war on the West front.

Hawker, a broad, wiry little man, modestly expressed his thanks: "As for our feeble effort, I may say there is not a man here who would not have done the same thing, which provoked cheers of 'Noes.'"

Mrs. Hawker, the only woman present, insisted that smoking be permitted. Tears were in her eyes at the repeated mention of her husband's pluck.

Your correspondent is informed that Hawker will make a second attempt at crossing the Atlantic.

GRIEVE GETS OFFER  
FOR NEW FLIGHT  
Capt. Raynham Wants Him as Navigator.

St. John's, N. F., May 28.—Lieut. Commander Grieve, navigator of Hawker's plane, who escaped death in mid-ocean by a long chance, has been asked by Capt. Frederick Raynham to try the perilous flight again, this time as navigator of Raynham's Martinique plane.

Capt. Raynham lost the services of his own navigator, Capt. Morgan, when Morgan was injured in the crash that followed the Martinique's attempt to take off after Harry Hawker on the

transatlantic flight. His injuries will not permit him to fly again. Raynham is rebuilding his wrecked machine, determined to make another attempt. If Grieve does not accept the offer to try the flight again Raynham will carry another navigator whose merits he has been considering.

Another British transatlantic expedition, the fifth to send a representative here, will enter the race. This was announced to-day by Lieut. W. P. Williams of the Royal Air Force on his arrival here. He will select a landing field for an Alliance machine, a two-seated biplane with a single Napier engine of 450 horsepower.

The plane, he said, had a speed of 130 miles an hour and can carry fuel for 24 hours of flying. It will be piloted by Capt. W. R. Curtis and J. A. Peters, its designer. The plane will arrive here about June 15.

Capt. John A. Alcock, pilot of the Vimy bombing plane, is preparing a field here as an airfield for his machine. He learned to-day that the Handley-Page seaplane party at Harrogate would permit him to use their field only after they themselves had taken off on the flight. Naturally he declined their offer.

FLIER PICKS WRONG  
RAILROAD AS GUIDE  
Loses Way on Trip to Atlantic City From Saugus, Mass.

SAUGUS, Mass., May 28.—Capt. Mansell James of the British Royal Air Force, averaged about 115 miles an hour in a 300 mile flight from Atlantic City to this town to-day in competition for the Boston Globe aerial trophy and a cash prize of \$1,000. This was twenty-five miles an hour faster than the time made by Melvin Hodgdon in a flight from here to Atlantic City last week.

Capt. James left Atlantic City in his Sopwith "Camel" airplane at 1:38 A. M., and arrived at Mitchell Field, Long Island, at 12:46. He took the air at 1:45 and arrived at a flying field here at 4:15. After replenishing his supply of gasoline he started back for Atlantic City at 6 o'clock.

Pittsfield, Mass., May 28.—Capt. Mansell James, the British army aviator who flew from Atlantic City to Saugus to-day, lost his way on the return trip and landed to-night at Tisbury, about fifteen miles from this city. He came here to have his air ballast tank refilled and later started for Tisbury, with the intention of crossing his flight to Atlantic City early to-morrow morning.

Capt. James said that when he left Saugus he intended to follow the shore line tracks of the New Haven railroad. In passing over Boston he made the mistake of picking out the Boston and Albany Railroad tracks as a guide.

TO STOP OCEAN FLIGHTS.  
British Government Asked to Consider Restrictions.

Special Cable Despatch to THE SUN from the London Times Service.  
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LONDON, May 28.—The British government was asked in the House of Commons yesterday by Sir Arthur Edd, the Channel Tunnel advocate, to consider the question of forbidding the flight of aeroplanes over wide stretches of sea until aeroplanes have been proved to be capable of making flights over land of equal length with reasonable certainty.

## KING DECORATES HEROES FOR FLIGHT

Continued from First Page.

English navigator. No editorial comment on the transatlantic flight appeared. Communication between London and Lisbon is slow, and such news as was printed came from New York.

This was a very busy day for Harry Hawker and his companion. In the morning they were received by King George at Buckingham Palace. A great crowd swarmed about the palace long before the arrival of the aviators in an automobile. King George bestowed upon the two venturers the insignia of the Air Force Cross, a new decoration bestowed for devotion to duty. Hawker and Grieve are the first men to receive the decoration.

Also Meet Queen and Prince. After their audience with the King the two fliers saw Queen Mary and the Prince of Wales. On leaving the palace they had great trouble in getting away in their car without knocking down a host of wildly cheering heretofore worshippers who seemed determined to be run over by way of showing their deep admiration for the transatlantic fliers.

Later a luncheon was given in their honor by the Daily Mail. Here the guests, three hundred in number, cheered heartily the announcement of the success of the American attempt to cross the ocean.

Hawker himself was not inclined to give much credit to the American seaplane voyagers. He declared it was not a serious attempt with a ship's status "every twenty yards."

"If you put a ship every fifty miles it shows you have no faith in your motor," he declared. The diners received the remark in silence.

In telling of his flight Hawker revealed for the first time that on the night before the start he and Raynham, his rival, had agreed that unless the wind changed they would start on Sunday for a flight by way of the Azores and Portugal, the route which had already been pursued as far as Horta by Commander Read's plane. During the night, however, the wind veered slightly. Hawker said that the wind gave him a better chance to take off from his small airfield than Raynham had in his.

Wanted to Beat Americans. The weather, he admitted, was unfavorable for the flight, but he felt that the success of the Americans in reaching the Azores forced him to start.

"Any Englishman here," he asserted, "would have done the same thing under the same circumstances."

Lieut. Commander Mackenzie Grieve in his account of his adventures said that he was very nervous over his ability to navigate the airplane before he started. Once in the air, however, he found it much the same as the navigation of a ship. He experienced no difficulties, he said, until the clouds above the high flying plane prevented him from taking shots at the sun and later at the stars. He predicted that with improved radio apparatus airplane navigation will become simple matter.

At the luncheon the Daily Mail's \$15,000 consolation prize was presented to the aviator.

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Engagement Rings  
DIAMONDS OF SUPREME QUALITY  
IN DREICER SETTINGS  
FIFTH AVENUE AT FORTY-SIXTH

ONE PERFORMANCE ONLY  
LAMBS ALL STAR  
GAMBOL  
MANHATTAN OPERA HOUSE  
SUN. EVE. JUNE 8  
AUCTION SALE OF SEATS AT 8  
HUDSON THEA., TUES. JUNE 3, AT 3

COHAN THEATRE  
D. W. GRIFFITH  
presents  
"BROKEN BLOSSOMS"  
The Art Recreation  
May 29, Day at 2:40.  
Every Evening at 8:40.  
All Seats Reserved.

CARNEGIE HALL, 57th St. & 7th Ave.  
Farewell Appearance of the  
ISADORA  
DUNCAN DANCERS-  
GEORGE COPELAND  
PIANIST  
Tues. Ev. June 10, 7:30. Ev. June 12, 8:30  
Special Performance of "The Dancers"  
SATURDAY AFTERNOON, JUNE 14, at 3  
Tickets 50c, 75c, \$1 & \$1.50. Now at Hall.

TYSON & CO.  
Choice seats for Griffith's "BROKEN BLOSSOMS," at Cohan Theatre, can be obtained in advance at all our ticket offices.

BROADWAY, B'way, 41st. Daily noon to 11  
BLANCHARD STREET, N. Y. City, 10:30  
THE UNPARDONABLE SIN  
STEPPLECHASE  
CONEY ISLAND  
OPEN FOR THE SEASON

P. F. KEITH'S  
B'way & 47th St. (N. Y. City) 10:30  
Special Performance of "The Dancers"  
Daily 10:30  
RIVERSIDE  
P. F. KEITH'S "PUTTING IT OVER"  
The "Barker"  
Ev. 8:30  
PALAIS DANCE  
B'way & 47th St. N. Y. City  
OFF WEEKLY SUNDAY BATHING OPENS  
1:30 P. M. TO 10 P. M.  
10 CENTS

MADGE KENNEDY  
in "The Barker"  
B'way & 47th St. N. Y. City  
Ev. 8:30  
STRAID  
Douglas Fairbanks  
in "The Barker"  
B'way & 47th St. N. Y. City  
Ev. 8:30  
RIVOLI  
Douglas Fairbanks  
in "The Barker"  
B'way & 47th St. N. Y. City  
Ev. 8:30  
COLUMBIA, B'way & 47th St. N. Y. City  
Ev. 8:30  
PEEK-A-BOO. All-summer Show, 10:30

THE ORANGE AND BLACK  
41 W. 40th St. PHONE CIRCLE 888  
SUNDAY AND SUNDAY DINNER  
SUNDAY DINNER

STAR  
Extra  
Wrestling  
Tuesday and Friday Night

THE LITTLE CLUB  
44th St. Theatre Building.  
A Dancing and Supper Club  
of Elegance and Distinction  
Superior Cuisine,  
DORE  
French Chanteuse  
Sings at Midland  
Direction  
GAILLARD T. ROAG

SOPHIE TUCKER and her 5 Kings  
in "The Barker"  
B'way & 47th St. N. Y. City  
Ev. 8:30  
DORLAND  
Nightly at 10:30  
Introducing LARUMBAHIVENS, etc.  
Decorated Day Special Dinner \$1.75  
Served Noon to 2 P. M.  
The Spring 1919 Revue 7:30 & 11:30  
Featuring MILDRED MILLER  
REISENWEBER's Columbia Circle

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## ARCTIC EXPLORER PREFERS DIRIGIBLE

MacMillan Says Plane Could Not Land.

PORTLAND, Me., May 28.—A trip to the North Pole by airplane would be impracticable in the opinion of Donald B. MacMillan, the Arctic explorer and leader of the Greenland expedition, who recently returned from Europe, where he served with the American air forces. Such a trip could be made by dirigible, he said to-day, but the cost of the expedition would be about \$1,000,000.

"If I plan to go up north again some time to continue explorations," MacMillan said, "but knowing what I do of the air machine as it is to-day, I shall continue to depend upon the ever faithful dogs of Greenland to take me to the points I desire to visit."

There are many reasons why an airplane could not be used successfully, he said, chief of which would be the difficulty of landing. There are no stretches of smooth ice and a plane would be smashed in attempting to land on the ice and snow.

"Do believe that with a properly equipped hangar in Labrador for headquarters," he said, "a trip by dirigible could be made successfully, if properly arranged. A considerable number of people and sufficient supplies could be taken along."

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